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THE HONGKONG DISPENSARY.
[a1342]

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A Blend
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PORTLAND CEMENT.

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General Managers.
Hongkong, 1st March, 1905. [a1412]

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Caters for Ship and Engine Repairing.
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Launches will call alongside vessels in the
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Hongkong, 2nd January, 1905. 133

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DUTCH CREAM CHEESE in 1 kilo tins.
Of all dealers.
Hongkong, 27th May, 1905. 1301

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Dr. M. H. CHAUN.
27, DES VOGES ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. 61

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With CHAMBER for 10 CARTRIDGES
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IMPORTED EVERY MONTH, THERE
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CARTRIDGES 8, 10, 12, 16, and 20 BORE.
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all Sizes, Not 10 to 88SG. AIR GUNS and
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Hongkong, 12th April, 1905. [a669]

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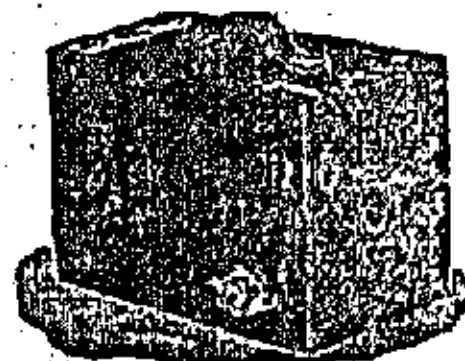
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Hongkong, 15th August, 1904. [a39]

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Hongkong, 7th June, 1905. [a37]

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Hongkong, 27th May, 1905. [a1299]

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Hongkong, 19th June, 1905. [a36]

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Hongkong, 6th April, 1904. [a37-2]

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Hongkong, 10th June 1902. [a1061]

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Hongkong, 31st October, 1902. [a148]

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Hongkong, 7th October, 1904. [a94]

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HAS been re-opened under European
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All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
city of Macao.

Macao is 40 miles south-west of Hongkong
One steamer (s.s. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
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Cable Address:-"BOAVISTA."

For Terms, apply
[a241] THE MANAGER.

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In the Centre of the Praya Grande.

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Correspondents must forward their names and ad-
dress with communications addressed to the Editor,
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No responsibility is assumed for communications that have
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The Daily Press.

HONGKONG, JUNE 21ST, 1905.

There is really very little that is new in the disclosures of the indefatigable Peking correspondent of the Times, some comments upon which were reproduced in our issue of yesterday; but those who remember the staid and conservative tone of an older Times, may wonder, perhaps, at the straining after sensationalism nowadays permitted. Foreign claims against China are described as "extortionate and unjust," "fabricated," "the iniquitous and disgraceful project of extortion," an "exorbitant war indemnity"; and the claimants are all that can be suggested in such phrases as "the pretensions of her grasping creditors," "shameless rapacity," "dishonest profits," and so on. Thus collated, the vigorous expressions of our London contemporary might not improbably startle that journal, and 'give it furiously to think' if it had really meant all it said. For after all, circumstances alter cases, and remembering many matters connected with that owing indemnity, we are indisposed to join the censurers of the white creditors of the yellow debtor. The writer of the article quoted would perhaps tone down those hard words were it not so long since the items of the bill were set forth in detailed account. He does remember more recent things, and goes so far as to admit that the foreigners, and particularly Great Britain, owe China nothing on the ground that Chinese promises have ever been fairly and honestly kept. It is rather interesting to recall that one of the undertakings of the Mackay Treaty was to reform the currency system of China; and we like to think that these claims to interest and exchange differences, which the Times regards as "fabricated" are by way of being useful

reminders to the effect gang at Peking that the fluctuations of exchange do make a difference. China will not think any the worse of the foreign sharks (as the same foreign journal has recently called them) for exacting their pound of flesh. That is business, and for exorbitance and injustice will not put many Chinese official "squeezes" into the shade. Extortion seems natural enough in China. The inditer of all those quoted words mentions incidentally that "in three short years the Shanghai Taotai has amassed a large private fortune, and satisfied the greed of Peking by the variety and ingenuity of his lawless extortions." We are not attempting to argue that two blacks make one white, but suggesting that the whole circumstances of the case severely warrant the wasteful use of so many condemnatory adjectives at the expense of China's foreign creditors. It is not at all unlikely that these virtuous commentators, supposing that the foreign creditors had been simple enough to stand the loss on exchange, and the loss of interest, would have been pointing out how wrong the Governments were to allow such an illicit reduction of the debt originally contracted. The curious thing is that those denunciatory words were not directed at the foreign Powers' demands for payment in gold, with interest. "So far," the writer said, "there is no ground for complaint." The awful point is that whereas China had the £1,200,000 ready to hand over on January 1st, the Powers could not agree upon a date for accepting it, and the latter now have the "grasping pretension" to insist that when she does pay, China must pay four per cent. interest on it from January 1st. This, we must admit, grieves us more than it grieves the Times. If we had only known on December 31st that such wickedness was intended, we would have accepted the £1,200,000 next day from China, and saved her from the imposition by ourselves paying the four per cent. to the Powers until they decided to take delivery of the money! We should, moreover, have tried not to lose by our philanthropy. Much is made of the fact that China is being penalised for a delay for which she was not responsible. It is, indeed, something new for China to be in the position of bewailing delay, even by proxy. But at four per cent., it seems likely that Russia, for instance, would rather have had her share, and foregone that amount of interest. We do not see, in view of the customs and conditions of financial business in these parts, how the Times is able to declare that the incidental claims arising out of the indemnity payment are for "a profit which we know to be dishonest." Such expressions, including not only the respective Governments, but also the Ministers in Peking who have to conduct the negotiations, seem wholly objectionable. The representative at Peking of the journal which editorially made them will probably not like them any more than we do. The leader referred to closed with these words: "The present system [in China] affords them two of the dearest pleasures known to Chinese human nature—the hope of illicit gain and the excitement of an incessant gamble. Those are joys they will not lightly forego." The present system has drawbacks as well as joys, and if the official Chinese are enabled to realise this much while paying for their criminal folly of 1900, the wickedness exposed by our contemporary cannot be regarded as altogether an unmixt evil.

The Manila Cables reports "a wave of corruption among municipal treasurers."

The Russian cruiser *Rion* is reported to have left Batavia for home on June 15th.

Cantonese "local gentry" are said to be vigorously opposing the Kowloon-Canton railway.

Chinese Commodore Shih and a number of naval cadets are going to the German naval manœuvres to study.

The Yokohama Specie Bank opened a branch in Chefoo on June 15th, with Mr. Sugihara (sub-manager from Shanghai) as manager.

The Norwegian steamer *Tongue* arrived at Chefoo on June 8th with 150 tons of Korean ginseng aboard, said to be worth over a million taels.

It is reported that Russia is seriously annoyed because Miss Roosevelt is to visit Japan. Russian officials are supposed to be sufficiently unsophisticated to regard the American President's daughter as occupying the status of a princess of a royal house.

There is an amusing summary of a Tibetan petition to the Chinese Emperor published by the *Sinwampo*. They crave pardon for murdering a Chinese official, on the ground that their offence was merely to anticipate what His Majesty would have done, i.e., get rid of avaricious officials.

There are now 170 plague cases on record.

Captain J. Freeman of the British steamer *Sea Lion* on the 9th instant passed a Russian auxiliary cruiser homeward bound in the Malacca Straits. She had a weather-worn appearance, and although she displayed no flag, was supposed to be the *Daigier*.

The hull of the Spanish cruiser *Reina Cristina* which was sunk by the Americans in the battle of Cavite and was raised and sold to Chinese, was taken in tow at Hongkong by the tug boat *Robert K.* to Shanghai on Sunday. The tug-boat was spoken by the steamer *Yaching* which arrived from Taku yesterday, bound north. The hull of the *Reina Cristina* was lying off the Stonecutter's Island for some time.

The *Shanghai Mercury Ltd.*'s annual report states:—Profit, and Loss Account.—After paying an Interim Dividend of 4 per cent. in December last, writing off Tls. 4,295.83 for Depreciation, etc., reducing the Goodwill Account by Tls. 2,000, and providing for Directors' and Auditor's fees, the balance to credit of this account amounts to Tls. 6,420, out of which the Directors propose to pay a final dividend of 5 per cent. amounting Tls. 5,250, and to carry forward the balance of Tls. 1,167.

There is talk of the Philippine Constabulary as an institution bringing charges of ill-treatment against the native papers. "We believe," says the *Democrat*, "that it will be very difficult for General Allen to prove that 95 per cent. of the charges are calumnies. On the contrary, it may be presumed that 99 per cent. of the accusations are true. And it must be remembered that not all the things which occur in the provinces become known here, and even if they become known here no mention is made of them in the papers, because newspaper men have but one hand with which to write their articles."

ROYAL HONGKONG GOLF CLUB.

At the monthly meeting for the Captain's Cup, held on the 17th to 19th instant, the following returns were made:

Mr. J. Johnston	81	4	81
Mr. W. C. D. Turner	93	11	82
Mr. T. S. Forrest	89	4	84
Captain E. Brotham	104	18	86

Winner of Cup and Pool.

SALE OF PONIES.

Messrs. Hughes & Hough yesterday afternoon auctioned several ponies opposite the City Hall. Mr. Korman purchased Policy for \$150, Lamartine Rose for \$200, Highland Chief for \$115 and Ching for \$95. An officer of the Royal West Kent Regiment purchased Landknecht for \$65 and Domino for \$150.

RUSSIAN NAVAL REPAIRS AT MANILA.

The contract for repairing the damaged Russian warships has been awarded to Messrs. Harshaw and Company. Among the other bidders were the San Nicolas Iron works and the Varadero de Manila. About 500 native and Chinese workmen will be engaged on the work and the contract calls for the repairs to the *Oleg* to be completed within 63 days, those to the *Aurora* in 45 days and to the *Zemiching* within 25 days. It is estimated that the cost will amount to 120,000 pesos. A bond has been placed by Harshaw and Company for the completion of the repairs within the time limits as above stated.

CAPTURED WARSHIPS RE-NAMED.

A Tokyo message to the *Osaka Jiji* states that the captured Russian warships will be re-named as follows:—
Battleship *Orel*, 13,516 tons, *Isami*.
Battleship *Nicholai*, 9,524 tons, *Ihi*.
Cruiser *Admiral Apraksin*, 4,116 tons, *Okino-shima*.
Cruiser *Admiral Senjavin*, 4,060 tons, *Hinuma*.
A destroyer, *Sakaki* (May).

SHIPPING NOTES.

CAME TO HONGKONG.
The *Kendworth* shipped a new crew at Manila. Some of the discharged men left for Hongkong.

SAILORES WITH VACCINATION CARDS.
The following circular letter has been issued by Dr. Victor G. Eason, chief quarantine officer for the Philippine Islands, relative to the vaccination of the crews of vessels plying between ports in those islands.

Manila, P. I., June 15, 1905.

To the Masters, Owners, and Agents of Vessels, and Others Concerned.

Sirs:—Your attention is called to the fact that during the past four years the Quarantine Service has endeavored to vaccinate the crews of all vessels plying between ports of the Philippine Islands.

In order to lessen the liability of smallpox occurring among the crews on vessels and to reduce to a minimum the necessity for placing crews in quarantine when smallpox is detected, this office asks your co-operation to the end that no new members of crews be employed who do not possess blue cards issued by this Service. When any person applies for a position aboard a Quarantine Service blue vaccination card. If he does not have one, he should be sent to this office at once to be vaccinated before allowing him to go aboard. By giving us your assistance in this matter, commerce will be facilitated, your interests will be benefited, and the necessity for quarantining your vessels on account of unprotected members of the crew will be avoided.

PHILIPPINE COASTERS.
Commencing from July 1 next all boats, of less than 15 tons gross burden are to be exempt from taking out a coastwise license to engage in coastwise trade in the Philippine Islands. No documents will be required from such vessels nor will any fee be charged for admission or license tax.

The act of the Commission making this exemption is not to be construed, says the *Cablenews*, as authorizing any refund on account of license or any other fees paid at other times. All such boats have been paying this fee up to the present time, but dating from July 1 next the necessity for payment ceases.

LATEST STEAMER MOVEMENT.
The C.P.R. str. *Albatross* arrived at Vancouver at 1.30 p.m. on Saturday, the 17th June.

TELEGRAMS.

[REUTERS SERVICE.]

THE MOROCCO QUESTION.

LONDON, 18th June.

It is understood, that in view of the seriousness of German pressure and the real anxiety in French political circles regarding German intentions, M. Rouvier hesitates about refusing to join the Conference on Morocco, in spite of complete assurances from England that she will give her fullest support to French policy; the positive refusal of Great Britain to join the Conference somewhat complicates the situation. It is an undoubted fact that the French army corps on the frontier are being brought up to full strength and leave to officers restricted.

LATER.

The French *Temps* in a leading article says that Mr. Lowther's refusal to adhere to the proposed international conference on the Morocco question, was based on instructions given prior to the resignation of M. Delcasse, and declares that Great Britain is bound by the contents not to embarrass France.

JAPANESE STEAMER STOPPED BY A RUSSIAN CONVERTED CRUISER.

The *Maji* correspondent of the *Mainichi* reports that the *Mitsui Bussan Kaisha's* chartered steamer *Sydenham* arrived there on June 6th. According to the captain of the vessel, she left Shanghai on the 2nd, and encountered the Russian converted cruiser *Rien* (formerly *Peterburg*) at a place about one hundred and eighty knots east of Shanghai on the 3rd, at 7 p.m. She was at once stopped by the cruiser, and three officers and about one hundred Russian soldiers went on board of her. After searching every corner of the vessel, they threw overboard fifty-four packages of cotton, twelve cases of antimony, and four hundred and eleven boxes of beans. They then left the vessel, and their cruiser quickly went out of sight.

WHY TOGO EXPECTED THE RUSSIANS AT TSUSHIMA.

Japanese officers have informed the *Sasabe* correspondent of the *Mainichi* that the following account has been given by Admiral Togo of his interview with Admiral Nebogoff:— "While I was sounding commander Yatsushiro, of the *Asama*, to ascertain whether or not Rear Admiral Nebogoff really intended to surrender, the Admiral came to my flagship in a boat. I took him into my cabin and shook hands with him. He then asked me how I discovered that Admiral Rozhdestvensky intended to pass through the Tsushima Strait. I simply told him that I considered it probable that the Russian Fleet would endeavour to reach Vladivostok by that route, as it would have been very difficult to force a passage through either the Koryu or Tsuru Straits. Admiral Nebogoff seemed very much surprised. Admiral Togo is reported to have then continued as follows:— "For a great previous to the engagement, I was in great anxiety as to the whereabouts of the Russians, as it was entirely uncertain where they were. They seemed to have taken the Pacific route, but no report was received from the direction of Hokkaido. When, however, I received information that some Russian transports had arrived off Wooming, I at once decided in my mind that the Russian Fleet would attempt to pass through the Tsushima Strait."

WHY ROZHDESTVENSKY CHOSE TSUSHIMA ROUTE.

COAL IMPORTANT FACTOR.
The following is a translation of a *Kokusan* article on the Russian strategy, interesting. According to the statement made by the captured Russian officers and from other information received, Rozhdestvensky's object was to avoid a decisive battle and reach Vladivostok with the least possible sacrifice and then to contest the control of the sea, after retreating out of the port. His attitude was, therefore, a defensive one and he missed every opportunity of inflicting losses on our squadron. There were two reasons for choosing the Tsushima straits, namely, deficiency of coal and misleading information. According to the captured officers, the amount of coal the Russian squadron had taken in at Honkoku was only sufficient to carry the squadron to Vladivostok by the shortest route, that is, by the Tsushima straits. The Tsushima route was therefore imperative. Rozhdestvensky had been informed that our fleet was divided into three portions, guarding the Tsushima, Tsuru, and Soya channels. He, therefore, did not expect to find more than one-third of our fleet at Tsushima. In consequence, even after he had described a portion of our fleet, he maintained the formation only fit for dealing with an inferior force, and before he could recover from their astonishment at finding our main force there, his fleet had sustained defeat beyond remedy.

THE PHILIPPINES GOVERNORSHIP.

The *Cablenews* says:—Luke E. Wright is not to resign as Governor General of the Philippines. Those who have for many weeks been disturbed by these rumors, may make their minds easy. Governor General Wright has too deep an interest in the problems of these islands now upon him, to leave them to advance his own interests. He will in all probability sail for the United States in the fall, probably about October 1. He will go on leave then and will return here in a few months, after recuperating his health and that of his family by a sojourn in the homeland. The report that his high position has been current for several weeks, and doubtless was started by some remark of the Governor General, who has truly told his intimates that he would take a trip to Tennessee soon.

Governor General Wright has been hailed as a candidate for the coming senatorial contest in Tennessee. Doubtless he would win easily for he is a favorite son of the south, and his achievements in the past few years have added to a reputation won by forty years of a chivalrous and striking career.

His trip to the United States will not be for health alone. Congress will be in session and he will be the most powerful pleader the islands could have in the fight for a lower tariff. His colleagues on the Commission will carry out his policy during his absence, and the perfect accord of these American members of the body insures no hitch in the machinery of government.

THE WAR.

[REUTERS SERVICE.]

NO PROSPECTS OF PEACE.

LONDON, 18th June.

The Russian Foreign Office denies the exchange of views for an armistice.

THE INDEMNITY QUESTION.

The *Cablenews* gives the following in a telegram from Washington:—President Roosevelt is urging Japan to reduce the tremendous indemnity demanded by her, and which is supposed to approximate \$1,000,000,000. It is believed that Russia has again halted at this enormous sum, though it is pointed out by Japan that neither of the combatants in the Russo-German war had suffered the losses sustained in the present contest, and yet Germany demanded and obtained from France this sum.

Russia, it is said, is willing to pay half this amount, or \$500,000,000, but states her inability at this time to contract to pay twice that sum. However, it is conceded that this will not stop the negotiations, especially as Russia appreciates the desperate situation in which her army is placed in Manchuria, and also is informed that Japan will almost immediately attack Vladivostok by sea if the peace talk should cease.

THE NORWEGIAN CONSULAR QUESTION.

The text of the Bill instituting a separate Consular service for Norway as prepared by the special committee and laid before the Storting is now (May 12) published.

It provides that this service, consisting of Consuls-General, Consuls, and Vice-Consuls, shall be placed under the direction of a Norwegian Government department, and that the relations to diplomacy shall be defined by Royal decree. The law will come into force on April 1, 1906.

Thus the delicate and momentous question of the relation of these Consuls to diplomacy and of their subordination in political matters to a common Minister for Foreign Affairs is left to be settled independently of Sweden. And after the law has been passed and sanctioned by the Sovereign, that is, by a decision of the Storting, the Norwegian Consuls, bound as they will be by a law duly promulgated and already in existence—what chance will there be for Sweden in these circumstances to obtain a satisfactory settlement of the question of the subordination of these Consuls under the Minister for Foreign Affairs? What chance will Sweden have to maintain its unity in foreign affairs which she has all along shown to be a *vis qua non* of the union? And how can the Minister for Foreign Affairs demand that foreign Powers shall recognize these Consuls for whose acts he will not be responsible?

Either these Consuls will find themselves shut out from all useful activity, or they will act independently and the Norwegian department directing them will become practically a Norwegian Ministry for Foreign Affairs. It is the ultimate object in view, the Consular Bill is clearly devised in so far as it will surely lead to that end while appearing to eschew it. But with the attainment of that end the only practical and real bond of the political union will have ceased to exist.—*Times*.

INDIAN WATCHMEN AND THEIR WAYS.

GHASTLY FIND AT SHANGHAI.
On June 9th a member of the Shanghai River Police while making his rounds on the river near the International Dock on the Pootung side, discovered a man's hand sticking out of the water. He made an attempt to pull the body out of the water, but was unable to do so, owing to some heavy weight which kept it down. He then sent word to the Police Hulk reporting the matter and asking for help. Shortly afterwards, reports the *Mercury*, a party was sent to the scene, but the body being deep in the water was not brought up. A search was then instituted and grapples were engaged in their gruesome quest. They were informed by a native that soon after the constable had gone away for assistance, two Indians had waded out to the spot and moved the body further out in the river where the falling tide would not reveal its whereabouts. After a couple of hours dragging the body was located and brought to the surface and it was then found to be that of an Indian named Lashman Turpur, No. 1 watchman employed at the International Dock. It was completely nude and had a frightful lash on the top of the head besides two deep scratches on the right temple. The body had been made fast to a massive iron moulding frame, and had been twisted up and shoved through one of the openings and made fast by a long red turban which the dead man had evidently been wearing when struck down. The rest of the body had also been secured in the same manner, the turban being twisted about the neck and body to the iron frame. The right arm was tied to the hand was loose and stuck above the water when the tide fell. The iron frame which was tied to the body extended from the neck of the deceased to his hips and stuck out of both sides of the body and weighed about 150 pounds. After the murderers had committed the deed they had evidently carried the body as far as possible out into the river during low tide and then dropped it, but one of the arms becoming loose and protruding above water at the next low tide, revealed its whereabouts. The body when recovered was removed to the Foonan Road Mortuary where it was viewed by Mr. J. E. C. Douglas (magistrate) and Mr. H. Phillips (coroner). A flash light photograph of the body, still tied to the moulding frame, was then taken.

A post-mortem examination was held on the 11th. Deceased was a Gurkha, and had been employed at the International Dock for some time past. He was a very steady man and very strict in regard to duty, and had recently been the means of a number of Indian watchmen being discharged for dereliction of duty. He lived in a small house with four other Indians over in Pootung and the last time he was seen alive was at 4 p.m. on Friday the 9th instant. No report of his disappearance had been made until the supposition is that the deceased was killed during Friday night by some of the men he had been instrumental in getting discharged.

The lack of courtesy which characterises the modern man is largely due to the encouragement he has received from women. The air of independence assumed and the indifference displayed by women where ordinary social politeness is concerned has gradually had a withering effect upon man.—*The World*.

CORRESPONDENCE.

T. AM. NOISES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—A few days ago, a coolie at Kowloon was found for using a squeaking wheel barrow. With the disgraceful nuisance of the Low Level Tramway squeaking—screaming and squeaking round the curve at the City Hill—which has been allowed to go on, a more or less unabated nuisance, ever since the tramway commenced running, is not this a good illustration of "straining at a gnat and swallowing a camel?" It was bad enough in the winter for those who sleep anywhere within half a mile of the City Hill, but in the summer with all one's windows open it is infinitely worse, and the squeaking row, at intervals of about five minutes, is not only more than sufficient to prevent any sleep until after the cars cease running, at about 12 o'clock, but is almost sufficient to drive any one not blessed with the strongest nerves into a lunatic asylum. It is not as though there was no remedy for the nuisance: there is a remedy, or at any rate a partial one—in the shape of keeping the rails at the curves constantly wet, but although the company commenced to do this in response to several private complaints about the noise, they have now ceased to, or at any rate only do it in the most perfunctory manner. I understand that greasing the rails, which would appear to be the most simple remedy, is not possible, inasmuch as the grease getting in the brakes prevents them from acting on the slopes; but surely the tramway company might have sufficient consideration for the nerves of the unfortunate inhabitants who have to live in the low level, within half a mile of the City Hill, to do all in their power to abate such a nuisance. I have been hoping for months that such a thing would not be allowed to go on indefinitely, that there must be some Government authority, who, in the interest of the community, would take notice of and stop it; but as this does not appear to be the case I am driven to appeal to you to bring the matter before the public in the hope that something may be done to abate such an intolerable nuisance. Trusting that you will favour me by inserting this letter in your next issue, and enclosing my card.—Yours faithfully, H.K. CLUB ANNEKE.

A SWEDISH REPLY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—The little trouble between Sweden and Norway has brought about some interesting correspondence; especially was this the case in your valued journal of even date in both your Editorial and "Globetrotter's" letter.

In some things "Globetrotter" is right, and undeniably would think that the whole of the contents of the letter is right if it were a Norwegian, but being a Swede, and thus looking at things in a different light, cannot agree. First of all it is an accepted fact that Norway was conquered by Sweden in 1814, so there can be no discussion regarding this.

Secondly the Norwegians agreed to the Union, and were only asked to place the mark of the Union in the corner of their flag. Such a mark was also placed in the Swedish national colours. When a few years ago, it was simply announced by the Norwegians that after a certain date the Union mark was to be removed, and the "clean flag" flown, a murmur of dissatisfaction was heard throughout Sweden. Still it was the fault of Sweden not to have remonstrated at once, and sympathetically at that, but as the Norwegians saw that the Swedes only feebly protested against the behaviour of the Norwegians, the Norwegians certainly counted that they had scored one point, and had taken one step towards "freedom."

If King Oscar had been well at that time (you will perhaps remember that he has been troubled with brain fever), the matter would not have gone any further, and the Norwegians would in all probability have got an "Irish promotion," but as the Crown prince, to whom was given the reins of government, did not seem to care, the Norwegians began to protest against this and that, and thus brought about the present trouble. They have always been "backing" about something, and it is therefore that a Swede who is troubling everybody with his petty grievances is called a "Norrbager" (or a Norwegian ram).

Of course the start of the present trouble was brought about through the Norwegians wanting a separate Consular Service.

Do they really know why they want a separate Consular Service? If the Norwegians want to show what they can do alone they should be allowed to do so, but in all probability Sweden would have to "kill the fatted calf" to welcome "the home coming of the prodigal son."

Nether Sweden nor Norway are extra rich, and why cannot both countries have the same consul? It is expensive for a country to keep up a consular service all over the world, and as long as the countries' interests do not clash surely it is possible to agree.

Norway sends many ships out to these waters, but Sweden only sends a few, and the reason for Sweden's sending only a few is that they have to go home at the end of every third year to be registered. Thus Sweden does not menace the Norwegian shipping in China and the Swedish Consulate would be merely for the registering of births, marriages and deaths, and also to deal with a few drunken sailors who get into trouble now and then.

Of course I do not mean hereby to say that the "brother countries" should have a consulate as to cut down expenses for Sweden, although it sounds like it, but if the two countries were to work together in all matters, expenses would be cut down and peacefulness ensue.—I am, Sir, yours, etc.

SVENSK.

SUPREME COURT.

IN CRIMINAL JURISDICTION.

Tuesday, 24th June.

BEFORE MR. F. T. PIGOTT (CHIEF JUSTICE).

GANG ROBERIES.

The deferred judgment in the case of Lai Po and Ng Ngau, who were charged with demanding money with menaces as reported in our last issue was delivered. They were each sentenced to six months' imprisonment with hard labour.

Ho Man and Ng Ngau were charged with assaulting Wong Kin, and robbing him of money and clothing to the value of \$80 at Shanshekwan on the 12th March. Sir H. S. Berkeley, Attorney General, instructed by Mr. G. E. Morrell (of the Crown Solicitor's Office) prosecuted. Prisoners, who were undefended, pleaded not guilty, and the following jury was impanelled:—W. A. Kohler, W. E. Craig, G. Blood, J. Arnold, I. S. Perry, S. A. Seth and F. Kohler.

The Attorney-General—The facts in this case are that the complainant, Wong Kin, was in his house asleep on the night of the 12th March when he was awakened by the noise of his door being broken open. As it grew away, he saw two men enter. Others were standing outside. When complainant saw the men entering he jumped up and armed himself with a spear, with which he attempted to defend himself. The spear was wrested from him, and he was seriously wounded. The difficulty in this case is the lack of evidence of identification against the prisoners, who were masked at the time of the robbery.

The jury found the prisoners guilty, and His Lordship sentenced the first to one year's imprisonment with hard labour and the second to three years' penal servitude with hard labour.

ALLEGED EMBEZZLEMENT AND LARCENY.
Tang Fuk was charged with the embezzlement of \$50 at the Magistrate's on the 4th April, also with stealing, taking or carrying the same away. The Attorney General prosecuted, and Mr. H. N. Forster, instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) defended. Prisoner pleaded not guilty on both counts, and the following jury was impanelled:—F. Nicholas, A. Mohr, E. A. Shroeder, P. C. Knyvett, W. F. Sanford, A. L. Alves and J. Hooper.

The Attorney-General—The charge is that the prisoner, then being third clerk at the Magistrate, received payment of a fine which had been inflicted on a Chinese, and that instead of paying it into the public revenue or handing it over to the proper officer, he put it into his pocket and kept it.

After hearing the evidence, the jury were unanimous in their verdict of "not guilty," and the prisoner was discharged.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (JUDGE).

TSE TAN SHUN TONG V. CHAN SHING YU.

This was a claim for \$1,000 being part of a loan of \$1,848 made to defendant on the 8th March last.

Mr. R. A. Harding appeared for the plaintiff. The defendant, who was absent, was not represented.

Mr. Harding stated that the defendant promised to pay the amount, but had failed to keep his promise.

His Honour gave judgment for the amount claimed with costs.

RUSSIAN OFFICERS BLAMED.

The most staunch supporter of Russia throughout the war has been the *Echo de Chine*. It is significant to notice how that journal accepts that unexpected defeat at Tsushima. "We know now," it says, "the full extent of the Russian disaster. The losses which they have suffered are terrible, and in reading the list of vessels sunk or captured we are not in a position to form an opinion as to the cause of this catastrophe. Much has been said of the incapacity of the Russian officers, of the incompetence of the gunners. A telegram accuses Admiral Rozhdestvensky of having committed a strategic error in the formation of his line of battle. Much is attributed to the Japanese submarines, long after the declaration of war, and thus have been the cause of this disaster, the whole world has been taken by surprise. The thing which has produced the most unfavourable impression of all is the surrender of an Admiral on board a battleship. No such incident was witnessed in the battle of Santiago in 1898. The Spanish ships preferred to go down rather than surrender. We say that the whole world was surprised for better things were expected from the Baltic Fleet. Such a force could have inflicted heavier losses on the enemy, and it ought to have done so. It should have been able to force a passage to Vladivostok for at least the greater part of its vessels, instead of which we find that these ships which were able to get through the Tsushima Strait took refuge at points where the enemy was able to reach them and compel them to surrender. We think we are right in saying that the expectations of all Europe, the eyes of which had been fixed for months on the Baltic Fleet and which had admired the skill shown by Admiral Rozhdestvensky in the conduct, in spite of incredible difficulties, of the colossal task imposed upon him, have been deceived. While his sympathizing with those who have lost their lives in this disastrous engagement, and respecting the misfortunes and hardships of those who are wounded or prisoners, we cannot but deplore the result of the naval battle of Tsushima. We are in the presence of a accomplished fact which will have for all Europe consequences so momentous that the full import of them cannot be realized in this part of the world. On the other hand, we cannot but deplore the great feat of arms achieved by the Japanese, and we fully recognize that they have reason to be proud of their victory. Nevertheless, without wishing to diminish the credit due to them, we are of opinion that if the Baltic Fleet had been in other hands the victory would have been less signal and more dearly won.

HONGKONG HIGH LEVEL TRAMWAYS CO., LD.

An extraordinary general meeting of this company was held at the registered office, Alexandra Buildings, yesterday afternoon, when there were present Mr. H. Humphreys (chairman), Hon. Mr. C. W. Dickson and Mr. J. Orange (consulting committee), Messrs J. A. Jupp, G. C. Moxon, G. H. Potts, G. Murray Bain, H. B. White, P. C. Potts, Ho Fook, D. E. Clark, A. Cameron, Lau Chi Pak, D. E. Brown, J. E. Joseph, J. L. Cotter, T. F. Mough, T. Arnold, E. Bowdler, W. Cruikshank, J. M. Wong, J. Morrison, P. S. Jameson, Sir Tuk Pau, A. Morfui, E. A. Ram, H. J. Geddes, C. B. Buyers, J. A. Tarrant, T. S. Forrest and Captain Goddard.

The CHAIRMAN—This meeting is called to confirm the resolutions passed at the extraordinary general meeting held on the 3rd instant. Before putting these resolutions to the meeting for confirmation, I shall be pleased to answer any questions.

Mr. BROWN—Before the resolutions are put to the meeting, I would like to make a few remarks, to be followed by a few questions which I would like the general managers to answer. Since the first meeting on the 3rd instant a number of letters, including two from myself and one in reply to my first from the general managers, have appeared in the public press. These letters speak for themselves, and although the general managers, in their reply, attempted to prove me wrong, they utterly failed to do so in a single instance in connection with any statement I made. They tried to justify their advocacy of the present scheme, by simply accusing me of "inaccuracy based upon insufficient knowledge," by questioning my right to protect my own interests as a shareholder in the present company for the reason that I am not as old a shareholder as some who are going to benefit financially much more than others in what is termed a reconstruction of the company, but which I call, and have called from the beginning, an unwarranted and unjustified sacrifice of one of the best paying properties in the Colony, at about half its value, to a syndicate or company of outsiders whose money is not at all likely to be put into the construction of an opposition line, unless they can buy us out at a price that will not only enable them to point up their prospectus, but will be the one factor in enabling them to promise investors any return on their money before three years at least. Does it look reasonable to you, gentlemen, that \$250,000 is all that our present tramway line is worth as a going concern, earning as it has in the past net profits of over 40 per cent. and capable, as it certainly will be, of earning in the next three years further net profits of \$50,000 per year on a capital of only \$125,000? It is to my mind, gentlemen, a much better asset at \$250,000 than investors will find the new line which is going to cost that much to build. The general managers are using every effort, for reasons best known to themselves, to make it appear that the contemplated opposition of the projected new line warrants a dissolution of the company and this sacrifice sale. Here I join issue with them and can only say that it is probably a good thing that a bit of new blood has become interested in the old company, when what is claimed to be 75 per cent. of the old stock is willing to desert the ship, and hand it over practically as salvage to a new concern who for the next three years can only threaten, and who will never be able to injure us as much as this sacrifice scheme, which is characterised in some quarters in language not at all complimentary to the promoters. I use the word "promoters" as I understand the new company is not yet formed. I also understand (though the general managers have not up to the present volunteered any details to shareholders) that the purchaser (when the purchase is put through) of the "Findlay Smith Concession" is not the present Tramway Company, neither were they the negotiators, as intimated by the general managers when replying to a question asked by Mr. Mohr at the last meeting, but a firm or company styled the "China Commercial Company," who I understand have undertaken to underwrite the new company for its promoters who in turn are depending on buying off the old company at their own price—a price for many reasons much more advantageous to them than to us. If I am considered wrong in this, and wrong in my estimate of the old company's ability to continue to stand alone, let the shareholders who think otherwise and are advocating this scheme put their shares on the market at \$200 per share (the price they want to force the minority to accept) and see how soon they will be snapped up by the public and how soon the price will return to its legitimate market value of \$300 or over per share the moment it becomes known that this scheme to curb its earning power has been knocked on the head. The foregoing, gentlemen, are my reasons for opposing the scheme, and I still contend that Resolution No. 1, even if declared carried, does not constitute a voluntary dissolution and winding up of the old company until the assent of every shareholder has been obtained and although we may again be out-voted to-day, I am glad to have received so many assurances from the public as to the justness and reasonableness of my claim, and good wishes for success in my efforts. In conclusion, in case I may be wrong in detail in some of my foregoing remarks, I should like the general managers to put me right by answering the following questions:—

Who comprises the syndicate promoting the new company?

The CHAIRMAN—There is no syndicate. The new company has yet to be formed. Mr. BROWN—I know that. But who comprises the present syndicate promoting the new company?

The CHAIRMAN—There is no syndicate. Mr. BROWN—Who are the gentlemen moving in this? Who are the syndicate promoting the new company?

The CHAIRMAN—The new company has not yet been formed.

Mr. BROWN—I know that. But that is not an answer to my question.

The CHAIRMAN—If there is no syndicate there cannot be any gentlemen promoting it. Mr. BROWN—Do you consider that an answer to my question?

The CHAIRMAN—I do.

Mr. BROWN—Nobody is moving in the matter?

The CHAIRMAN—I am moving in the matter. The consulting committee is interested in the new company and the majority of the members of it will be on the consulting committee of the new company.

Mr. BROWN—Are they the syndicate or promoters?

The CHAIRMAN—There is no syndicate and no promoters at present.

Mr. BROWN—There must be, or your scheme could not be so far advanced as to bring it before a meeting of this company.

Who are the gentlemen who comprise the syndicate who are promoting the new company, and the purchaser of the old company for \$250,000, and who purchased Mr. Findlay Smith's concession?

The CHAIRMAN—The general managers, the consulting committee and the shareholders who are in favour of the resolutions.

Mr. BROWN—Then there is a syndicate promoting the movement in favour of the new company. Do I understand that?

The CHAIRMAN—There is no syndicate.

Mr. BROWN—Well, a body of gentlemen.

The CHAIRMAN—I consider I have answered your question, Mr. Brown.

Mr. BROWN—Who carried on the negotiations with Mr. Findlay Smith (or his agent), and who appears as the purchaser of his concession?

The CHAIRMAN—Mr. Kadocrie, acting as broker for the old company.

Mr. BROWN—Is the syndicate, or the body of gentlemen, confined at present to the gentlemen named in the press about a month ago as the probable future consulting committee and general managers? Are these the gentlemen who are promoters of the new company?

The CHAIRMAN—There can be no promoters until the thing is promoted.

Mr. BROWN—Yes, there can. I simply ask: are those the gentlemen who are promoting this scheme, or interested in it?

The CHAIRMAN—I think that question has already been answered by the answer to a previous question.

Mr. BROWN—I think it has not, sir. Will you please answer this question? Are those the gentlemen? I can name them. The article states that the new company will be under the management of John D. Humphreys and Sons, with a consulting committee consisting of Sir C. P. Chater, Hon. Mr. C. W. Dickson, Mr. C. E. Evans and Mr. J. Raymond. Are those the gentlemen who are the promoters of this scheme?

The CHAIRMAN—Some are, and some are not.

Mr. BROWN—Who are not?

The CHAIRMAN—Mr. Raymond is an additional member of the consulting committee, and also Sir Paul Chater.

Mr. BROWN—He is not one of the gentlemen at present interested in the formation of the new scheme and the formation of the new company?

The CHAIRMAN—Interested to the extent of that paragraph.

Mr. BROWN—Are there any other gentlemen connected with it outside the old company?

The CHAIRMAN—Not any more than may take shares in the new company.

Mr. BROWN—I am not talking about probable investors, but about people interested with you in the present promotion of the new scheme. Who are the other gentlemen?

The CHAIRMAN—All the shareholders who pass these resolutions; that is all.

Mr. BROWN—Are there any more?

The CHAIRMAN—No more.

Mr. BROWN—What connection (if any) have Messrs. Benjamin, Kelly and Potts with the scheme, and how much are they, or the China Commercial Co., to receive for underwriting it?

The CHAIRMAN—Messrs. Benjamin, Kelly and Potts are acting as brokers, and there is no underwriting. Mr. Kadocrie was employed as broker to obtain the concession, and for that he will be paid \$10,000. There will be no other money paid whatsoever. Mr. Findlay Smith will be paid \$25,000.

Mr. BROWN—Where is the money to come from to pay Mr. Kadocrie for underwriting the scheme?

The CHAIRMAN—There is no question of underwriting it.

Mr. BROWN—Then floating it.

The CHAIRMAN—There is no question of floating it either.

Mr. BROWN—There must be.

The CHAIRMAN—He has bought for us a concession we instructed him to buy.

Mr. BROWN—Not as a company. You cannot act as a company until you dissolve and commence as a new concern. There is a syndicate, or a company of promoters.

Mr. ORANGE—I have no knowledge of it. The CHAIRMAN—We have power under the articles to promote a new company.

Mr. BROWN—You claim you have power to become part of a promoting syndicate to dispose of the old company by a new charter, and form a new company.

The CHAIRMAN—Exactly.

Mr. BROWN—Exactly. All right.

The CHAIRMAN—There being no other questions, I beg to move that the following resolution be confirmed:—"That it is desirable that the company may be dissolved and that it be wound up voluntarily."

Mr. ARNOLD seconded the motion, which was declared carried.

The second resolution, which read:—"That the General Managers be and they are hereby appointed liquidators," was confirmed on the motion of Mr. G. M. BAIN, seconded by Mr. Ho Fook.

Mr. WHITE moved the confirmation of the third resolution reading:—"That the liquidators be and they are hereby authorised to consent to the registration of a new company to be named the 'Peak Tramways Company, Ltd.' with a memorandum and articles of association which have been prepared with the approval of the consulting committee of the company."

Mr. LAU CHU PAK seconded, and the motion was carried.

Mr. G. H. POTTS moved that resolution four be confirmed. It read:—"That the liquidators be empowered to sell to the Peak Tramways Company, Limited, the undertaking of this company at the price of \$300 per share either in cash or shares of the Peak Tramways Company, Ltd., at the option of shareholders of this company and to enter into all necessary agreements to that effect."

Mr. TARRANT seconded the motion, which was declared carried.

There were three shareholders who voted against the confirmation of each of the resolutions.

THE PHILIPPINES AS AN INDISPENSABLE NAVAL BASE.

More evidence of daily expert judgment would add weight to the declarations of some of our naval officers who appear just now so concerned over the military perils of American occupation of the Philippines. With-out discussing the value of the islands as an investment for us, economically, it is not difficult to show that these islands have not the best foundations. Rear Admiral Melville, indeed, sounds a much discoloured note in saying that our present navy can hardly protect our home coasts. The impossibility of an invasion of the Philippines by the whole world, as to the naval side, the whole course of history proves that offence and not defence is the opening to victory. That portion of history which includes the Spanish War, with its ridiculous panics among our Atlantic coast hamlets, should be too recent for even a retired naval officer to forget. So much for our continental coast, and for two years to come it is only our Pacific coast that can enter the question. Elsewhere in the Atlantic, our points of danger in a war with an European Power are the islands which serve as outposts to the Panama Canal. These, perhaps Admiral Melville would hardly counsel abandoning. The people, at least, believe in the canal, and by the same token believe in our control of its eastern approaches by the building of an adequate fleet. Even in the West Indies it is not the occupation of the West Indies that would threaten us, but the occupation of the islands of a hostile fleet strong enough to prey on our commerce and destroy our warships. The answer to this peril is a powerful offensive navy of our own, which operating from home bases can defeat in battle the foreign fleet far from its own ports. No naval attack on us can make a victorious war in the place of the Philippines. All considerations make that the capture of and movement against us, and the opening of the canal will change the situation only by making necessary a greater naval force of our own in those waters.

What is the situation in the Pacific? Suppressing the Philippines to be abandoned, we should have some coast cities on which an unopposed enemy might heavily beaten by our Pacific squadrons. There would also be the western terminus of the canal to protect, supposing that any European power close the longest way to come at us. If this were the whole of the matter, our Pacific fleet might indeed be small.

But this is not the whole of the matter. Our Asiatic commerce, not our Pacific coast is our vulnerable point on the west. Commerce destroying may indeed be enjoined by international pledge, but we are to trust ourselves to the pledge of an enemy, when war opens to him a great opportunity in disregard of a mere Hague convention? If not, then our defence in the Pacific must be offensive. The enemy's commerce, not our own, must be in peril. Our Pacific squadron must go to Asia, where the enemy's fleet would be and where, if it entered, every one of our possible antagonists has interest in the destruction of which would alone be almost sufficient to end a war in our favour. Granting that we must carry a defensive measure, though Asiatic waters, as a defensive measure, though offensive action, the value on the Philippines as a base is not open to argument. Dewey's plight when Hongkong was closed to him is sufficient evidence in point. From the Philippines as a base we could make, if only a diversion, such a diversion as would enormously embarrass the enemy by dividing his forces. One other supposable case is that of war with Japan. In that highly improbable event, our Pacific fleet could be reinforced by a large part of the Asiatic fleet, and the war waged on our terms, but with this huge difference in our favour—that our Pacific ports would be four thousand miles from Japan's fleet, while all her commerce would be only a thousand miles from ours.

Our Asiatic commerce, then, and not a possession of the Philippines, is our vulnerable point in the Pacific. For this commerce we must have a powerful fleet. As a naval base, the Philippines are invaluable, not a source of weakness, but an addition to our strength in time of war.—*Cablenews.*

THE BOXERS AGAIN.

Word reached the *Choofoo Daily News* in a private letter on June 9th from Chingchow that the Boxers are again active near that place. They are said to be drilling within 150 "li" of the city. The gentry of that region are credited with supporting the disturbing robbers who mean of self-protection against robbers who infect the locality, and particularly Tachow.

The place can be located in a little strip of Shanxi province lying between Honan and Kiangsu—a troublesome section. It was here that the two missionaries connected with the history of the occupation of Kiauchau were murdered.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 20th at 11.55 a.m. the barometer has risen over China and Formosa.

Yesterday afternoon the typhoon was continuing on its course towards N.E. and approaching the Loohoo Islands this morning. The Japanese returns are lacking this morning. Conditions again favour the formation of a depression over the N. part of the China Sea. Moderate to fresh N.E. and E. winds are expected to prevail in the Formosa Channel, and along the northern shores of the China Sea. Forecast:—Moderate to fresh E. winds squally showy.

PHOTO SUPPLIES.

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

Hongkong, 5th June, 1905.

ANOTHER NORWEGIAN OPINION.

Mr. Johan Brardrup Holt writes to the *Choofoo Daily News* in part as follows:—As to the question of a separate consular service for Norway, this matter is so clear that it scarcely needs any comment. The consular flag of Norway is flying in every port of the globe which is of any importance to shipping. It is only necessary to mention that there are now trading in East Asiatic waters more than a hundred Norwegian steamers. Compared with the shipping interests of Norway, those of Sweden are small; there are scarcely half a dozen Swedish ships on the Chinese coast. For this reason alone, a separate consular system was desirable.

But there are other weighty reasons. The productions for export of the two countries are so similar and of such importance to the welfare of the respective nations that a keen competition between the two in the great markets of the world has been unavoidable. It will then be understood what an enormous disadvantage it has been for Norway to be represented by a common consul, in most instances a Swede, who is supposed to look after the commercial interests of both countries. It is only natural that a Swedish consul would advance the interests of his own countrymen in preference to those of the Norwegians. Only too often has this proved true.

When Norway years ago thought it advisable for the prosperity of the country to separate her consular service from that of Sweden, it was pointed out by many of the prominent statesmen of the former country that the matter was a purely Norwegian one; and that the Storting had full right to settle the question by itself without interference from the Swedish side. As the Swedes, however, chose an attitude of absolute resistance and unwillingness now as before, the Norwegian government, desirous of bringing the matter to a satisfactory settlement, agreed to open negotiations with their neighbour through a committee composed of some of the best men of the nation. Sweden's representatives during the meetings of these committees were drawn up, and agreed to by the King, the Swedish committee and government to be the foundation for all future negotiations.

On this basis the discourse was carried on for months and months, when suddenly the Swedish government not long ago overturned the earnest work of the two committees by going back on its word, refusing to recognize the contents of the communiqué; and even presenting Norway with a statement in which a verbal of the most ominous paragraph were of a nature insulting to the Norwegian nation and in conflict with the constitution of that country. The Norwegians indignantly refused to continue the negotiations except on a basis of the original proposal. This the Swedish government declined to do and consequently provisions for a separate consular service were passed as law by the Storting.

In connection with the above it is worth referring to what took place on the 5th of April, 1905. On that date the Crown Prince, reigning in the place of King Oscar, in a cabinet meeting where the Swedish and Norwegian ministers were present, advised the two nations to re-open the broken negotiations through their respective governments. To this the Norwegian government, through the premier Mr. Michelsen, replied that further negotiations were unnecessary from the Norwegian side. He pointed out, in his answer, which is in the most firm and dignified tone, that this was the fourth time that the Norwegian nation had agreed to negotiate with Sweden in a friendly way about matters purely concerning the kingdom of Norway. During the last century three special committees had been formed in 1844, 1867 and 1898 to discuss matters of importance with the other party of the union, but without any result whatever. This was the fourth time Norway entered into negotiations on the invitation of Sweden, and never had a less satisfactory result been reached. In fact, never had the difficulties been larger than now, and this was caused by the Swedes presenting new demands which were in absolute conflict with the constitution of Norway and its rights as a free and independent state; further, many of the essential points in the Norwegian proposal already agreed to by all parties were out.

The union between the two countries has ceased to exist, and as matters stood it is believed that it is the best that could have happened. It may lead to a better understanding, a real sympathy between the two nations, which the union of a century failed to create.

JAPANESE MISSIONARIES FOR CHINA.

The *China Times* claims excellent authority for saying that H. E. Nathan has granted the request of Mr. Uchida, the Japanese Minister in Peking, that Japanese missionaries shall be permitted to enter the Chinese Empire for evangelistic purposes.

It understands that the Chinese Government submitted the question to the Viceroy and Governors of all the Provinces, but among these the opinion of the majority was that it would be superfluous to have foreigners coming to China to preach a religion that might now be considered practically indigeous to China. Moreover, it was pointed out that the proposed innovation would have the effect of retarding Japanese trade in those localities where the Japanese missionaries conducted their operations. This latter is a matter which the provincial authorities are supposed to be taking into serious consideration.

WEATHER REPORT.

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Yesterday afternoon the typhoon was continuing on its course towards N.E. and approaching the Loohoo Islands this morning. The Japanese returns are lacking this morning. Conditions again favour the formation of a depression over the N. part of the China Sea. Moderate to fresh N.E. and E. winds are expected to prevail in the Formosa Channel, and along the northern shores of the China Sea. Forecast:—Moderate to fresh E. winds squally showy.



LIGHT WINES.

HOCKS AND MOSELLES.

	1 doz.	2 doz.
Bottles.	4 Bottles.	
LAUBENHEIMER	\$13.00	\$15.00
GRAACHER	14.00	16.00
NIERSTEINER	15.00	17.00
HOCHHEIMER	20.00	22.00
LIEBFRUMILCH	24.00	26.00
CALIFORNIA RIESLING	6.50	7.50
Do HOCK	6.50	7.50

WHITE WINES.

	1 doz.	2 doz.
Bottles.	4 Bottles.	
GRAVES	\$ 8.50	\$ 9.50
Do "Superieur"	10.50	11.50
SAUTERNE	8.50	9.50
Do "Superieur"	10.50	11.50
Do HAUT	14.00	16.00
Do HAUT (Hannapier)	27.00	—
Ch. Yquem, 1894 Vintage	34.00	—

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

BABIES ON FIRE

With Itching, Burning, Scaly Humours.

Find Instant Relief and Speedy Cure

In Cuticura Soap and Cuticura Ointment

When All Other Remedies and the Best Physicians Fail.

Instant relief and refreshing sleep for skin-tormented babies, and rest for tired, fretted mothers, in warm baths with Cuticura Soap and gentle ointments with Cuticura Ointment, the great skin cure, and purest of emollients, to be followed in severe cases by mild doses of Cuticura Resolvent. This is the most perfect, sweetest, and most speedy permanent and economical treatment for torturing, disgusting, itching, burning, bleeding, scaly, crusted and pimply skin and scalp humours, eczema, rashes, a 1 irritation, with loss of hair, of infants and children, as well as adults, and is sure to succeed when all other remedies and physicians fail.

Millions of the world's best people now use Cuticura Soap, assisted by Cuticura Ointment, for preserving, purifying and beautifying the skin, for cleansing the scalp of cruds, scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, as well as for all the purposes of the toilet, bath and nursery. Thousands of women recommend Cuticura, assisted by Cuticura Ointment, the great skin cure, for annoying irritations, chafes and weaknesses, or too free or offensive perspiration, for ulcerative conditions, and for many sensitive, antiseptic purposes which readily suggest themselves.

Cuticura Resolvent is the most powerful blood purifier and is the most effective of all remedies for skin diseases. It is the only one that is sure to succeed when all other remedies and physicians fail.

Get Cuticura Soap and Cuticura Ointment at all drug stores, or by mail from Cuticura Remedies Co., 155 N. 2nd St., St. Paul, Minn., U.S.A.

SUN FAT CO

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.

EMBROIDERIES, LACES, SILKS, FONGERS, GRASS LINES, SHAWLS, HANKERCHIEFS, BLANKETS, TRUNKS, LEBONY FURNITURE AND FANCY GOODS.

No. 82, QUEEN'S ROAD CENTRAL.

Any Order Promptly Attended To.

Hongkong, 12th January, 1905.

DE. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager.
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press. Codes: A.B.C. 514 Ed.
P.O. Box 33. Telephone No 12.

NEW ADVERTISEMENTS

NOTICE.
The interest and responsibility of Mr. J. D. LAMKE in our firm ceased on April 20th, 1905.
LAMKE & ROGGE,
Hongkong, 21st June, 1905. [1483]

WANTED.
EXPERIENCED PORTUGUESE BOOKKEEPER. French required.
Apply to—
J. M. O.
Care of Daily Press Office.
Hongkong, 21st June, 1905. [1489]

TO LET.
ONE OFFICE ROOM on Second Floor, PRINCES BUILDING No. 1.
Apply to—
REUTER, BROCKELMANN & CO.
Hongkong, 21st June, 1905. [1490]

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.
HONGKONG STATION.

REFERRING to the Notice of 20th December, 1902, and subsequent Notices, Senders of Telegrams are hereby advised that from 1st July next, the currency equivalent of the Franc will, subject to revision after three months, be fixed at 20.43, at which rate the charge for all Telegrams will be collected from the said date.

OLAF NIELSEN,
Superintendent.
Hongkong, 21st June, 1905. [1491]

THE EASTERN EXTENSION AUSTRIA & CHINA TELEGRAPH CO. LD.

REFERRING to the Notice of 22nd March last, the Senders of Telegrams are hereby advised that from 1st July next, the charges for telegrams will (subject to revision after three months) be collected at the rate of FORTY THREE CENTS to equal ONE FRANC.

A. B. SKOTTOWE,
Superintendent.
Hongkong, 21st June, 1905. [1494]

PUBLIC AUCTION.
The undersigned has received instructions from E. NIEDHARDT, Esq., to Sell by Public Auction,
On MONDAY,
the 26th JUNE, 1905, commencing at 2.30 p.m., at his Residence, UDALE, No. 17, CONDUIT ROAD, THE WHOLE OF HIS
VALUABLE HOUSEHOLD FURNITURE,
Comprising—
SILK TAPESTRY COVERED DRAWING SUITE, OCCASIONAL TABLES, OVERMANTLES, CHIFFONNIER, MUSIC STAND, DESK with MIRROR, CARPETS, LACE CURTAINS, FIRE SCREENS, CARD TABLES, &c., &c.;
TEAK SIDEBOARD with BEVELLED MIRROR, DINING TABLE, DINING CHAIRS, DINING WARDROBE, SILK EMBROIDERED SCREEN, LACE CURTAINS, CUTLERY, GLASS and CROCKERY WARE, &c., &c.;
BRASS MOUNTED BEDSTEADS, WARDROBES with MIRROR, TOILET TABLES, MARBLE TOP WASHSTANDS, TOILET SETS, COMBINATION BOOK-CASE and DESK, &c., &c.;
BATHROOM, PANTRY, and KITCHEN REQUISITES;
And
One COTTAGE PIANO by Collard and Collard;
Also
A Quantity of ELECTRICAL FITTINGS;
And
A Large Quantity of PLANTS in POTS.
TERMS:—As Customary.
On View from Saturday, the 24th June, 1905.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 21st June, 1905. [1492]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Cleared Steamship
"EMMA LUYKEN,"
Captain Martens, will be despatched for the above port TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to—
DOUGLAS LAPEL & CO.,
General Managers.
Hongkong, 20th June, 1905. [1493]

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"TOURANE,"
will be despatched for the above ports on or about MONDAY, the 26th inst.
For Freight or Passage, apply to—
G. DE CHAMPEAUX,
Agent.
Hongkong, 20th June, 1905. [1494]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"SUISANG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m., the 23rd inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 20th June, 1905. [1495]

AUCTIONS

PUBLIC AUCTION.

THE undersigned have received instructions from the ORIGINAL ADMINISTRATOR, to Sell by Public Auction,
For Account of
The Estate of the late EDWARD L. HEATH, TO-DAY (WEDNESDAY),
the 21st JUNE, 1905, at 11 a.m., at their SALES ROOMS, No. 8, DES VUEZ ROAD (Corner of Ice House Street),
THE GOODS AND CHATTELS of the above-named deceased.
Consisting of—
SURVEYING INSTRUMENTS,
Viz.: 1 POCKET TRANSCIENT, 1 GRADIENT, 1 TRIPOD and HIGH LEVEL ROD, 1 HIGH LEVEL TRANSCIENT, 1 STEEL STRAIGHT EDGE, 2 SURVEYOR'S CHAINS, &c., &c., &c.
TERMS:—As usual.
HUGHES & HUGHES,
Government Auctioneers.
Hongkong, 14th June, 1905. [1497]

PUBLIC AUCTION.
The undersigned has received instructions to Sell by Public Auction,
On WEDNESDAY,
the 28th JUNE, 1905, at 3 p.m., at his SALES ROOMS, DUNDALL STREET,
THE
VALUABLE LEASEHOLD PROPERTY SITUATE IN THE COLONY OF HONGKONG and known as
No. 33, QUEEN'S ROAD, CENTRAL,
erected on SECTION "A" SUB-SECTION No. 1 of MARINE LOT No. 67A.
The following are the Particulars:—
ALL THAT piece or parcel of ground situate lying and being at VICTORIA in the Colony of Hongkong, containing in area Four hundred and ninety square feet or thereabouts and registered in the Land Office as Sub-Section No. 3 of Section "A" of Marine Lot No. 67A. Together with the meadows, erections and buildings thereon known as No. 33, Queen's Road, Central, and all rights, privileges, easements and appurtenances thereto belonging or appertaining, and which said piece or parcel of ground is held for the residue of the term of 999 years commencing on the 7th day of February, 1852, created therein by a Crown Lease of the said Marine Lot No. 67A dated the 28th day of February, 1852, subject to the payment of \$11.75 the due proportion of the annual Crown Rent and to the observance and performance of the said Crown Lease so far as they relate to the said premises.
For further particulars and conditions of sale, apply to—
Mr. GEO. P. LAMBERT, Auctioneer, or to
Messrs. BRUTON, HETT & GOLDING, Solicitors for the Vendor.
Hongkong, 20th June, 1905. [1498]

INTIMATIONS.
REWARD OF \$5,000.
OFFERED by the undersigned for the Arrest and Conviction of any person or persons who are in the habit of SMUGGLING large quantities of Opium into this Colony.
CHIN JOO HENG CO.,
Opium Farmers.
Hongkong, 20th June, 1905. [1499]

IN BANKRUPTCY.
No. 22 of 1905.
Re THE YUE FAT BANK, Debtors.
A MEETING of the Creditors herein will be held on SATURDAY, the 24th day of June, 1905, at 11 o'clock a.m., at the Office of Mr. John Hastings, Solicitor, No. 38, Queen's Road Central, Hongkong.
G. A. HASTINGS,
Trustee.
Hongkong, 20th June, 1905. [1499]

MADAME JAY'S.
No. 4, DES VUEZ ROAD.
Have just received,
FROM NEW YORK,
LADIES' AMERICAN SHOES,
the new Russian-Brown (now so fashionable), BLACK PATENT LEATHER and WHITE CANVAS with MURRAY HEEL.
HOSE to Match Shoes and Gown.
Also a fine lot of AMERICAN STAYS and SHIRT WAISTS.
Hongkong, 19th June, 1905. [1463]

WANTED.
EXPERIENCED CHINESE TYPE SETTER.
Apply by letter to—
913,
Care of Daily Press Office.
Hongkong, 20th June, 1905. [1475]

SITUATION WANTED.
ADVERTISER, age 34, desires a position as GENERAL OFFICE ASSISTANT; has a thorough knowledge of Bookkeeping and Accounts, and Typewriting; can also speak the Cantonese dialect fluently.
Apply by letter to—
ENGLISHMAN,
Care of Daily Press Office.
Hongkong, 30th May, 1905. [1327]

IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.
In the goods of STUART SMITH, late of Highfield, Pembury, in the County of Kent, England, deceased.
NOTICE IS HEREBY GIVEN that His Honour the CHIEF JUSTICE has in virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the persons who are entitled to claim against the estate of STUART SMITH to the persons named in the said Order, and that the said Order is now in force, and that all persons claiming against the said estate must be sent in writing to the undersigned prior to the 8th September, 1905, or no notice will be taken of them. All persons indebted to the above estate are requested to make immediate payment to the undersigned.
Dated the 17th day of June, 1905.
JOHNSON, STOKES & MASTER,
Solicitors.
[1480]

PUBLIC COMPANIES

GREEN ISLAND CEMENT COMPANY LIMITED.

SHARE CERTIFICATES Nos. 229,230, 370,380; 505,511; 529,530/533 and 1224 for shares Nos. 9101,9104,9201/9225,9251/9275; 16189,16235; 16720/16831; 2724/27803; 37698/37777 and 70401/71175 standing in the name of HERBY GIVEN, being the Registered owner of the said shares, will be issued to the owner and the Old Certificates will thereafter be held by the Company as null and void.
Dated this 23rd day of May, 1905.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 24th May, 1905. [1287]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.
NOTICE IS HEREBY GIVEN that a SCIP CERTIFICATE No. 6626 issued 23rd December, 1901, for One Hundred and Fifty Shares numbered 7331,7370, 206/515, 5916,5965, 2556/25615 of this Company, in the name of TONG SHOU KANG, of Hankow, and that SCIP CERTIFICATE No. 6927 issued 23rd December, 1901, for One Hundred and Fifty Shares numbered 3429,3433, 7156,7165, 3861/3870 of this Company, in the name of TONG SHOU PANG, of Hankow, have been LOST, and should the same not be produced before the 27th June, 1905, NEW SCIP CERTIFICATES will be issued to the said TONG SHOU KANG and TONG SHOU PANG, and no transactions taking place under the said SCIP Certificates Nos. 6927 and 6627 will be recognised by the Company.
T. ARNOLD,
Secretary.
Hongkong, 27th May, 1905. [1307]

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

LOST.
THE CERTIFICATES of 800 and 500 SHARES standing in the Register of this Company in the names of TONG SHOU PANG and TONG SHOU KANG respectively have been LOST, viz.
Scrip No. 2481—20,977/20,986—500 Shares.
" " 2485—20,987/21,336—500 " " " " " 100 Shares.
NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 100 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th May, 1905. [1314]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.
THE CERTIFICATES of 600 and 600 SHARES standing in the Register of this Company in the names of TONG SHOU PANG and TONG SHOU KANG respectively have been LOST, viz.
Scrip No. 2481—20,977/20,986—600 Shares.
" " 2482—20,987/21,335—600 " " " " " 1200 Shares.
NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 1200 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th May, 1905. [1315]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

NOTICE.
THE CERTIFICATE No. 2493 for 25 Shares in the above Company, numbered 14,306 to 14,330 inclusive, standing in the Register of Shareholders in the name of TONG SHOU PANG, also the Certificate No. 2494 for 25 Shares in the above Company, numbered 14,331 to 14,355 inclusive, standing in the Register of Shareholders in the name of TONG SHOU KANG, having been LOST, it is hereby notified that the said Certificates will be issued at the expiration of one calendar month from the date of this Notice, and that the Original Certificates will, unless produced within that period, be hereafter held by this Company as null and void.
DOUGLAS LAPEL & CO.,
General Managers.
Hongkong, 19th May, 1905. [1330]

THE HONGKONG AND CHINA GAS COMPANY, LIMITED.
begs to notify the public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.00 PER THOUSAND cubic feet, they now offer the following FAVORABLE TERMS TO INTERESTED CONSUMERS:—
1. SERVICES up to 50 feet in length will be laid FREE.
2. NO CHARGE will be made for METER-FIXING.
THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.
ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intending or existing customers.
The Company also sell all kinds of Gas Fittings, whether for Heating, Cooking or Lighting, and INVITE INSPECTION of their stock at their NEW SHOW ROOMS at WEST POINT.
GEORGE CURRY,
Local Secretary.
Hongkong, 14th June, 1905. [1441]

THE DIRECTOR AND CHRONICLES FOR 1905
Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

PUBLIC COMPANIES

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, St. George's Building, N. 6, Connaught Road, Victoria, THIS DAY (WEDNESDAY), 21st June, 1905, at 11 a.m. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 23rd February, 1905, and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED ON SATURDAY, 17th to WEDNESDAY, 21st June, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 21st June, 1905. [1421]

CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the above named Company will be held in the COMPANY'S OFFICES, St. George's Building, N. 6, Connaught Road, Victoria, THIS DAY (WEDNESDAY), 21st June, 1905, at a quarter past eleven o'clock a.m. when the proposed Resolution will be proposed:—
Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened, and in the event of its being confirmed the Shares will be offered to Shareholders on the Register on the Eighth day of July, in proportion to their then holdings, and all shares not applied for by Shareholders will be disposed of by the General Managers in accordance with Article 8 per graph 2 of the Company's Articles of Association.
RESOLUTION:—
That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$10.00 each.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 21st June, 1905. [1425]

INSURANCES.
NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st December, 1903, 216,888,650.
1. AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, 2,750,000.
2. FIRE FUNDS, 3,056,981 12 0
THE UNDERSIGNED AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 18th June, 1905. [1488]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE UNDERSIGNED having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO.,
Agents.
Hongkong, 1st January, 1904. [13]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE UNDERSIGNED, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [181]

BOARD AND RESIDENCE.
BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 19th March, 1904. [761]

FIRST-CLASS BOARD & RESIDENCE.
"ST. GEORGE'S HOUSE,"
2 & 4, KENNEDY ROAD,
and
"TOWER HOUSE," Kennedy Road.
EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour. For terms, apply to—
Mrs. G. SACHSE,
"St. George's House."
Hongkong, 17th March, 1903. [70]

BOARD AND RESIDENCE.
THE PROPRIETRESS of the "TANG YUEN" BOARDING HOUSE is removing on 1st July, and is opening a larger Boarding House at "BRAESIDE" 20, Macdonnell Road, where the accommodation comprises large Dining and Reception Rooms, Large and Well Furnished Bedrooms, Tennis Courts and Large Garden, with fine View of the Harbour.
Address:—Mrs. F. W. WAITS,
"TANG YUEN," 13, Macdonnell Road.
Hongkong, 18th June, 1905. [1464]

PENSION FRANCAISE AND RESTAURANT.
49, POTTINGER STREET.
TENUE PAR MME. I. GUIOU.
FIRST-CLASS COOKING BY A FRENCH COOK.
Terms: \$350 per day.
Reduced Terms for an Extended Stay.
Hongkong, 13th January, 1905. [100]

TO LET.
No. 3, GRANVILLE AVENUE, KOWLOON. Electric light. Immediate possession.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 20th June, 1905. [1477]

TO LET.
Nos. 4 & 5, OBSERVATORY VILLAS, KOWLOON. Five Rooms. Immediate possession.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 19th June, 1905. [1434]

TO LET

TO LET.

No. 74, CAINE ROAD.
No. 2, MACDONNELL ROAD.
Apply to—
CONRAD'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 2nd June, 1905. [94]

TO LET.
"WOODBURY" GARDEN ROAD, KOWLOON. Detached House and Garden. Moderate rental. Possession 1st June, 1905.
Apply to—
HUMPHREYS' ESTATE AND FINANCE CO., LD.
Hongkong, 24th May, 1905. [1285]

TO LET.
OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on long lease.
SEVEN EUROPEAN HOUSES, late P. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.
Apply to—
CHUNG SHUN KOO,
12 & 14, Queen's Road Central.
Hongkong, 24th December, 1904. [92]

HONGKONG CLUB.
TO LET.
TWO ROOMS on the Ground Floor of the Club, from 1st September next, suitable for Office. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 1st June, 1905. [1350]

TO LET.
No. 1, RUPON TERRACE.
FLATS in MORETON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIELD).
GODOWNS; PRATA EAST.
A BUILDING at Cannaway Bay, at present in occupation of the Steam Laundry Co., Ltd.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 29th June, 1904. [131]

TO LET.
WITH IMMEDIATE POSSESSION
"FOREST LODGE" CAINE ROAD.
Apply to—
H. N. MODY.
Hongkong, 2nd May, 1905. [1114]

POSSESSION 1st July, 1905. No. 59, CAINE ROAD. 3 Rooms. House. Healthy locality. View of Harbour.
Apply to—
CHINA MERCHANTS S. N. CO.,
15 & 16, Connaught Road, Praya West.
Hongkong, 28th May, 1905. [1296]

TO LET.
IMMEDIATE POSSESSION; No. 2, KENNEDY ROAD, 3 Rooms. House. Servants' quarters detached. Lately renovated throughout.
Apply to—
MOK KOON YUK,
Comptroller Office,
Butterfield & Swire.
Hongkong, 24th May, 1905. [1225]

TO LET.
Nos. 2, 5, 6, BARROW TERRACE, DUNBAR HOUSE, KOWLOON. THREE NEW HOUSES, CASTLE ROAD, HONGKONG.
Apply to—
SAM WANG CO., LD.,
81, Queen's Road Central.
Hongkong, 18th May, 1905. [1234]

TO LET UNFURNISHED—AT THE PEAK.
WITH IMMEDIATE ENTRY. LYEE MUN, BARKER ROAD, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and "Servants' Quarters." The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.
Apply to—
RUSSO-CHINESE BANK.
Hongkong, 3rd May, 1905. [1130]

TO LET.
SUITABLE for Offices, TWO ROOMS in Prince's Building.
Apply to—
LAUTS, WEGENER & CO.
Hongkong, 4th March, 1905. [119]

TO LET.
No. 11, GAGE STREET, Eight Rooms, from 1st June, 1905.
Apply to—
E. A. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 13th May, 1905. [1119]

TO LET.
No. 12, KNOTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 6th May, 1905. [1143]

TO LET.
"PARKSIDE" KOWLOON, a Six Rooms Detached House Standing in its own Grounds, facing the King's Park.
For Particulars, apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 24th May, 1905. [1284]

TO LET.
FURNISHED ROOM with Board. Tennis Court. Near Ferry, Kowloon.
Apply to—
"S.S."
Care of Daily Press Office.
Hongkong, 3rd June, 1905. [1384]

TO LET

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.
First floor, No. 12, QUEEN'S ROAD, CENTRAL.
Second floor, Nos. 12 & 14, QUEEN'S ROAD, CENTRAL.
Apply to—
S. BISNEY,
Hongkong Hotel.
Hongkong, 7th June, 1905. [1398]

TO LET.
MEIRION, No. 2, THE PEAK.
Immediate possession.
Apply to—
E. JONES HUGHES.
Hongkong, 6th June, 1905. [1166]

TO LET.
DWELLING HOUSES on Pedder's Hill, occupation from the 1st June.
For Further Particulars, apply to—
DAVID SASSON & CO., LD.
Hongkong, 6th April, 1905. [907]

TO LET OR FOR SALE.
DUNHEVED 33, Robinson Road.
Apply to—
HO U. MING,
81, Queen's Road Central.
Hongkong, 17th June, 1905. [933]

TO LET.
SUITE of TWO ROOMS, SUITE of THREE ROOMS, 3rd Floor of Hotel Mansions.
Apply to—
HENRY HUMPHREYS.
Hongkong, 24th May, 1905. [180]

TO LET.
FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.
Apply to—
Care of Daily Press Office.
Hongkong, 9th March, 1905. [675]

TO LET.
NEW EUROPEAN HOUSES in Cameron and Des Vaux Roads, Kowloon. Electrical Fittings for Lights, &c. Possession about 1st June next.
Apply to—
CHINA MERCHANTS STEAM NAVIGATION CO.,
15 & 16, Connaught Road, Praya West.
Hongkong, 19th April, 1905. [1030]

TO LET.
NEW "KINGSCLERE" with Stables, entrances in both Kennedy and Macdonnell Roads.
For full particulars, apply to—
LINSTAD & DAVIS,
Alexandra Buildings, 3rd Floor.
Hongkong, 17th February, 1905. [478]

TO LET.
"THE OAK" No. 33, CONDUIT TANK ROAD, Six Rooms. House with Tennis Court.
Apply to—
C. F. DE CARVALHO,
Care of H. and S. Bank.
Hongkong, 10th May, 1905. [1173]

TO LET.
UNFURNISHED at No. 31, CAINE ROAD (Possession 1st October, 1905). SIX ROOMED HOUSE and Garden. Healthy locality. Three storied building. View of Harbour.
Immediate possession. GROUND FLOOR only. No. 36 and No. 40, ELGIN STREET.
Apply to—
CHOW DART TONG,
Care of DARTLEY & CO.,
Top Floor No. 19, Queen's Road Central.
Hongkong, 10th June, 1905. [1421]

TO LET.
TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [889]

TO LET—FURNISHED.
A FIVE-ROOMED BUNGALOW at the PEAK to end of year.
Apply to—
DENISON, HAM & GIBBS.
Hongkong, 9th June, 1905. [1414]

TO LET.
GODOWNS, Praya East Nos. 106 and 107, with Wharf. Rent moderate.
Apply to—
TANG LEUNG OHI,
Tang Yuen Ching, 103, Wanchai Road.
Hongkong, 9th June, 1905. [1415]

TO LET.
EYRIE, Unfurnished. Newly repaired, Painted and Colourwashed.
No. 4, BELLIOS TERRACE, 1st Row, No. 21, " " 3rd Row, No. 20, " " 3rd Row.
2 FRONT ROOMS in No. 15, Queen's Road Central, (over Messrs. Caldwell Macgregor & Co.'s premises).
"WESTWARD HO" Denham Road, Ground Floor.
No. 1, DES VUEZ VILLAS, No. 9, BEACONSFIELD ARCADE, Top Floor.
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.
2nd FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 9th June, 1905. [190]

TO LET.
Hotel Mansions THREE OFFICES commanding position on Front.
Apply to—
M. J. D. STEPHENS, Solicitor,
18 Bank Buildings.
Hongkong, 29th March, 1905. [845]

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

Fortnightly sailings for London and Continent.
Monthly sailings for Liverpool.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE. OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	"ATAJAX"	On 23rd June.
GLASGOW AND LIVERPOOL	"IDOMENEUS"	On 30th June.
GLASGOW AND LIVERPOOL	"STENTOR"	On 7th July.
GLASGOW AND LIVERPOOL	"PATROCLOS"	On 14th July.
GLASGOW AND LIVERPOOL	"KEEMUN"	On 14th July.
GLASGOW AND LIVERPOOL	"PAKLING"	On 18th July.
GLASGOW AND LIVERPOOL	"PAKLING"	On 28th July.
GLASGOW AND LIVERPOOL	"PAKLING"	On 3rd August.
GLASGOW AND LIVERPOOL	"PAKLING"	On 4th August.
GLASGOW AND LIVERPOOL	"PAKLING"	On 5th August.
GLASGOW AND LIVERPOOL	"PAKLING"	On 9th August.
GLASGOW AND LIVERPOOL	"PAKLING"	On 9th August.

HOMEWARDS.

FROM	STEAMERS	DATE
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 4th July.
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACRUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"ATAJAX"	On 1st August.
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 23rd August.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS	"KEEMUN"	On 17th July.
NAGASAKI, KOBE & YOKOHAMA	"MACHAON"	On 7th August.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"OANFA"	On 28th June.
	"TELEMACRUS"	On 18th July.

For Freight, apply to—

BUTTERFIELD & SWIRE, AGENTS. [10-11]

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	DATE
SWATOW, WEIHAWEI, CHEFOO, and TIENTSIN	"CHINGTU"	On 21st June.
YOKOHAMA AND KOBE	"CHINGTU"	On 21st June.
SHANGHAI	"CHINGTU"	On 22nd June.
SHANGHAI	"CHINGTU"	On 23rd June.
CEBU and ILOILO	"CHINGTU"	On 23rd June.
MANILA, ZAMBOANGA, PORT DAWID, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	On 16th July.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unsurpassed Table. A daily qualified
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo on through bills of lading to all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS. [11]

Hongkong, 20th June, 1935.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND
SEA OF JAPAN, MOBI, KOBE AND YOKOHAMA FOR
OPERATING IN THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,370	Wagner	July 1st, 1935.
"NUMANTIA"	4,370	Bremer	July 16th, 1935.
"ARABIA"	4,483	Mettlen	August 6th, 1935.
"ARAGONIA"	5,198	Schmidt	August 26th, 1935.

Through Bills of Lading issued to Pacific Coast Ports and a European, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 15th June, 1935.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
IN RUSSIA.

STEAMERS	SAILING DATES.
ZIETEN	THURSDAY 22nd June
DAHMSTADT	WEDNESDAY 5th July
SACHSEN	WEDNESDAY 19th July
SCHARNHORST	WEDNESDAY 2nd August
ERINZ HEINRICH	WEDNESDAY 16th August
ERINZ EITEL FRIEDRICH	WEDNESDAY 30th August
PREUSSEN	WEDNESDAY 13th September
BOON	WEDNESDAY 27th September
BAYERN	WEDNESDAY 11th October
ONEISENAU	WEDNESDAY 25th October
PRINZESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December

ON THURSDAY, the 22nd day of JUNE, 1935, at Noon, the Steamship
"ZIETEN," Captain v. Binzer, with MAILED PASSENGER, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 20th June. Cargo and
Specie will be received on Board until 5 P.M., on WEDNESDAY, the 21st June, and Parcels will
be received at the Agency's Office until Noon, on WEDNESDAY, the 21st June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsess.
Linen can be washed on board.

NORDDEUTSCHER LOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 8th June, 1935.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
"EMPRESS OF INDIA" 6,000 Tons Com. E. Beetham, R.N.R. WEDNESDAY, 21st June.
"TARTAR" 4,425 Tons Com. W. Davidson, R.N.R. WEDNESDAY, 5th July.
"EMPRESS OF JAPAN" 6,000 Tons Com. H. Rybin, R.N.R. WEDNESDAY, 12th July.
"EMPRESS OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 2nd Aug.
"ATHENIAN" 3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.
Hongkong to London, 1st Class, via St. Lawrence 280. via New York 262.
Intermediate on Steamers, 240. and 1st Class Rail, 242.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIP, passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only
Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
or Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
9, D'Arville Street.

[6]

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE
MANILA	"YUENSANG"	Friday, 23rd June, 3 P.M.
SHANGHAI	"FAUSANG"	Friday, 23rd June, 3 P.M.
SHANGHAI	"HANGSANG"	Saturday, 24th June, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"SUI-SANG"	Tuesday, 27th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"MAUSANG"	Tuesday, 27th June, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"ESANG"	Wednesday, 28th June, 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
Taking Cargo on through Bills of Lading to Laha, Dava, Simporus, Tawao, Kuala,
Unkan, Jesselton and Larut.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 20th June, 1935.

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of July	JAVA PORTS	Second half of July
TJILATJAP	JAVA PORTS	First half of July	JAPAN via SHANGHAI	First half of July
TJIMAH	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports no
beyond Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.

Alexandria Buildings, 3rd Floor.
Hongkong, 9th June, 1935.

VESSLS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
EGYPT, MARSEILLES,
LONDON, HAVRE, BOR-
DEAUX, MEDITERRA-
NEAN AND BLACK SEA
PORTS.

THE Steamship
"CALEDONIEN,"
Captain Gregory, will be despatched for MAR-
SEILLES on TUESDAY, the 27th June, at
1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:
S.S. "OCEANIE" 11th July.
S.S. "TOURANE" 25th July.
S.S. "TONKIN" 8th Aug.

G. de CHAMPEAUX,
Agent.

Hongkong, 14th June, 1935.

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
FUME AND TRIESTE (DIRECT).
CALLING AT SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN, SUEZ
AND PORT SAID.

(Taking Cargo at through rates to the Brazils,
to South Africa, Persian Gulf, Red
Sea, Black Sea, Levant, Venice and
Adriatic Ports).

THE Company's Steamship
"NIPPON,"
Captain Feich, will be despatched as above on
SUNDAY, the 2nd July, a.m.

This steamer has accommodation for
passengers, electric light and carries a doctor.

For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents,
Princes Buildings.

Hongkong, 21st June, 1935.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR
COAST).

THE Steamship
"KENNEBEC,"
will be despatched early in July.

For Freight & further information, apply to
STANDARD OIL COMPANY
OF NEW YORK.

Original Freight Department,
4, Des Vaux Road, Central
Hongkong, 2nd May, 1935.


[1181]

Keep it Handy

For an emergency. When accidents happen, or sudden
sickness comes, nothing will bring such prompt relief as
that famous old remedy,

PERRY DAVIS'
Painkiller

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